

COUNTRY ~~East Germany~~ Approved For Release 2003/08/06 : CIA-RDP82-00457R014100330004-9

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TOPIC Alt-Loennowitz Airfield

DATE OF CONTENT 22 June to 23 July 1952

DATE PREPARED 29 August 1952

PAGES 4 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. The following flying activity was observed at Alt-Loennowitz airfield between 22 June and 14 July 1952:

22 June. Between 7 a.m. and 1 p.m., flying was practiced by MiG-15s which took off in elements of two. The planes flew up the Elbe River.

23 June. At 9:30 a.m., six MiG-15s practiced formation flying while other aircraft of the same type flew individually. Between 9:30 a.m. and 6:30 p.m., 58 MiG-15s were counted crossing the field. Four single-engine planes were parked in front of the second and third hangar from the west. A PO-2 biplane was observed in front of the fourth hangar and four MiG-15s were in front of the sixth hangar from the west. The outlines of aircraft were observed in some open hangars. Welding noises were heard from one hangar.

24 June. At 10:30 a.m., two MiG-15s taxied under their own power from the hangars to the east end of the runway and took off at an interval of 40 seconds. After 8 minutes, two other MiG-15s took off at an interval of 40 seconds. Another seven elements of two MiG-15s were observed taking off with intervals of 2 to 3 minutes between the individual elements. The 18 aircraft headed toward Belgern. Six MiG-15s of the alert flight were permanently stationed north of the east end of the runway.

25 June. Between 6:30 a.m. and noon, 6 to 8 MiG-15s practiced formation flying in echelon to the right. The aircraft returned from the direction of Belgern after 25 to 30 minutes. The sky was very cloudy, and there was a thunder shower after 1 p.m.

26 June. There was no flying.

27 June. Between 6:30 a.m. and 12:30 p.m., individual flights were made by MiG-15s. Between 12:30 and 6 p.m., eight MiG-15s took off at short intervals and landed after about 25 minutes. About 5 minutes after the landing, another eight MiG-15s took off. The last planes landed shortly before 7 p.m.

28 June. Between 10 a.m. and noon, individual flights were made by MiG-15s. Flying in elements of two was practiced between noon and 1 p.m. No more

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flights were observed after 1 p.m. The first night flights by MiG-15s in a long time were made between 6 a.m. and midnight. The aircraft took off and landed individually, the intervals between the individual flights being 6 to 8 minutes.

29 June. There was no flying because of continuous rain.

30 June. After 10 a.m., individual flights were made by MiG-15s which apparently flew with throttled engines and extended landing gears. Individual take-offs were made every 10 to 12 minutes. After 1:30 p.m., individual flying continued and six MiG-15s started flying in line abreast formation, the intervals between the planes being about 250 meters. This manner of flying gave the impression that a definite area was being combed. Flying was discontinued at 7 p.m.

1 July. Between 6 and 11 a.m., up to six elements of two MiG-15s were observed aloft. There was no flying between 11 a.m. and 8 p.m. Night flying was practiced by MiG-15s with extended landing gears between 8 p.m. and midnight. Two searchlights were in operation. One of them illuminated the runway while the other one directed the landing planes.

2 July. There was flying by MiG-15s up to 6 p.m.

3 July. Flying started at 6:30 a.m. when four MiG-15s took off. The aircraft which were flying in one line combed the area. After 1:30 p.m., some additional single-engine, low-wing monoplanes participated in flying. Individual planes flew particularly high. After 2:30 p.m., a twin-engine plane with a double rudder assembly was observed towing a sleeve target. MiG-15s flying in elements of two attacked the air sleeve with live ammunition. During the exercise, the firing plane was covered by the non-firing plane.

4 July. Between 7 a.m. and 3 p.m., 32 MiG-15s were counted crossing the field.

5 July. Between 7:30 and 10:30 a.m., there was individual flying by 4 MiG-15s and 3 single-engine, low-wing monoplanes. The alert flight was parked at its previous location. The outlines of aircraft were observed in some hangars which were half open.

7 July. At 10 a.m., two single-engine planes flew at an altitude of about 600 meters and crossed the field from east to west and visa versa. These flights were observed until about 1:30 p.m. Source believed that the flying planes were practice targets for AAA guns. About 6 p.m., four MiG-15s flying in two elements practiced air fighting. From the great skill displayed by the attacking plane as well as the plane which was attacked source inferred that the pilots had much flight experience.

8 July. After 5:20 a.m., the noise of aircraft engines was heard from the field. A twin-engine plane with double rudder assembly, which towed a sleeve target, took off at 6 a.m. The plane banked to the left over Schmorkendorf and crossed the AA gun emplacement at altitudes of 600 to 800 meters and sometimes at only 400 meters. The air sleeve was released two or three times from an altitude of about 200 meters. It was picked up by soldiers who registered the hits. After a flight time of about 50 minutes, the plane landed and again took off about 20 minutes later to repeat the same practice. After 7 a.m., take-offs were made by four MiG-15s which made individual flights, and engaged in acrobatics including dives. The planes landed after about 40 minutes.

9 July. Between 7 and 11 a.m., there was individual flying by MiG-15s. A twin-engine plane towing a sleeve target flew over the Elbe River. At regular intervals of 6 to 12 minutes, a MiG-15 approached the air sleeve and probably simulated attacks. Practices with live ammunition continued

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between 11 a.m. and 3 p.m. From the rate of fire, source inferred that some planes fired with aircraft cannons, but most of them apparently used machine guns. After 3:30 p.m., attacks at an air sleeve were continued by aircraft flying in elements of two.

10 July. Between 10 a.m. and 1 p.m., MiG-15s made individual flights. Three twin-engine planes and three clumsy single-engine aircraft crossed Alt-Loennewitz. (1)

12 July. A total of 12 MiG-15s took off in elements of two after 11:30 a.m. The aircraft immediately assembled in a formation. After 4 minutes, another six MiG-15s took off. At 12:10 p.m., six MiG-15s flying in one line were observed aloft. The intervals between the individual planes were rather large.

13 July. There was no flying.

14 July. After 1 p.m., eight elements of two MiG-15s were aloft.

2. On 22 June, source observed that the tents and dugouts, which were well camouflaged from aerial observation and were located in Alt-Loennewitz park, east of Neu-Loennewitz, were occupied by a unit the soldiers of which wore red-bordered black epaulets. The unit consisted of soldiers who were about 20 years old, had dark skin and close cropped hair, and some female soldiers in uniforms without epaulets. Although the emplacement was well camouflaged, six guns were observed there. On 5 July, source observed that the unit, which was previously quartered in the park of Alt-Loennewitz, had moved to the northern edge of the field, where six AAA guns were observed. On 8 July, four AAA guns were observed through the board fence. (2)

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3. On 5 July, soldiers were erecting a fence along the eastern field border; about 60 soldiers worked on this fence on 6 and 11 July. (3) On 24 June, source observed that the field positions located along the so-called Black Path northwest of the target ranges were unoccupied. At a distance of about 150 meters from the target range, a double sentry was observed lying next to the target range. (4)

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4. During the night of 1 July, firing which was similar to the fire from antitank rifles was heard from the direction of the target range.

5. [redacted] the passes of passengers on the road south of the field were inspected only at random; inspections had been made regularly in early June. The field was still guarded by patrols.

6. About 7:30 p.m. on 6 July, a locomotive and two flatcars loaded with two new trucks with mounted searchlights were observed on the spur track of the field. The trucks which were the latest model were not yet marked.

7. Between 15 and 23 July, there was intensive flying at the field by MiG-15s, Yak-11s, Yak-11s, and twin engine planes towing air sleeves.

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#### Comments.

- (1) The three twin-engine planes and the three clumsy single-engine aircraft which were observed on 10 July 1952 are believed to be IL-12s with cargo gliders. The aircraft had participated in an exercise between 19 June and 2 July. The aircraft were observed for the last time on 10 July taking off from Brandis airfield at 3 p.m. and flying over Alt-Loennewitz

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about 4 p.m. heading northeast. It is believed that they left Eastern Germany.

- (2) Source previously observed soldiers digging positions in the southern section of the field, north of Alt-Loennewitz, and an occupied AAA gun emplacement at the same site on 5 July. [REDACTED]
- (3) The board fence along the southern field boundary was previously completed. It will be extended toward the northeast.
- (4) The construction of field positions was previously reported from Alt-Loennewitz airfield. [REDACTED] Many sentries will probably be posted in these camouflaged positions.
- (5) The report confirms that Alt-Loennewitz airfield is still occupied by a fighter regiment. The detailed information on air activity shows that air training at the field was very versatile including individual flying at day and night, formation flying, attacking towed sleeve targets and simulated air fighting. The twin-engine planes with sleeve targets probably were TU-2s from the target-tow unit in Schoenwalde.

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